

## DEPARTMENT OF PUBLIC WORKS

## NOTICE OF FINAL RULEMAKING

The Director of the Department of Public Works, pursuant to the authority of sections IV(A) and V of Reorganization Plan No. 4 of 1983, 30 DCR 6428 (December 16, 1983), effective March 2, 1984; An Act to grant additional Powers to the Commissioners of the District of Columbia, and for other purposes, approved December 20, 1944 (58 Stat.819; D.C. Code § 1-337(d)(1999 Repl.)); and Mayor's Order 96-8, 43 DCR 615 (February 9, 1996), hereby gives notice of the adoption of amendments to the *District of Columbia Department of Public Works Standard Specifications for Highways and Structures* (1996) by adding a new section, Section 213, EXCAVATIONS AND RESTORATIONS (UTILITY LINES). The rules establish standards and procedures governing the excavation and restoration of the public space or public rights-of-way where that excavation or restoration is performed in conjunction with the placement or repair of utility lines. Notice of proposed rulemaking was published in the June 1, 2001, edition of the D.C. Register. Comments were received and considered, however, no changes were made. This rulemaking will be effective when published in the D.C. Register.

The *District of Columbia Department of Public Works Standard Specifications for Highways and Structures* is amended by adding a new section to read as follows:

**213 EXCAVATIONS AND RESTORATIONS (UTILITY LINES)**

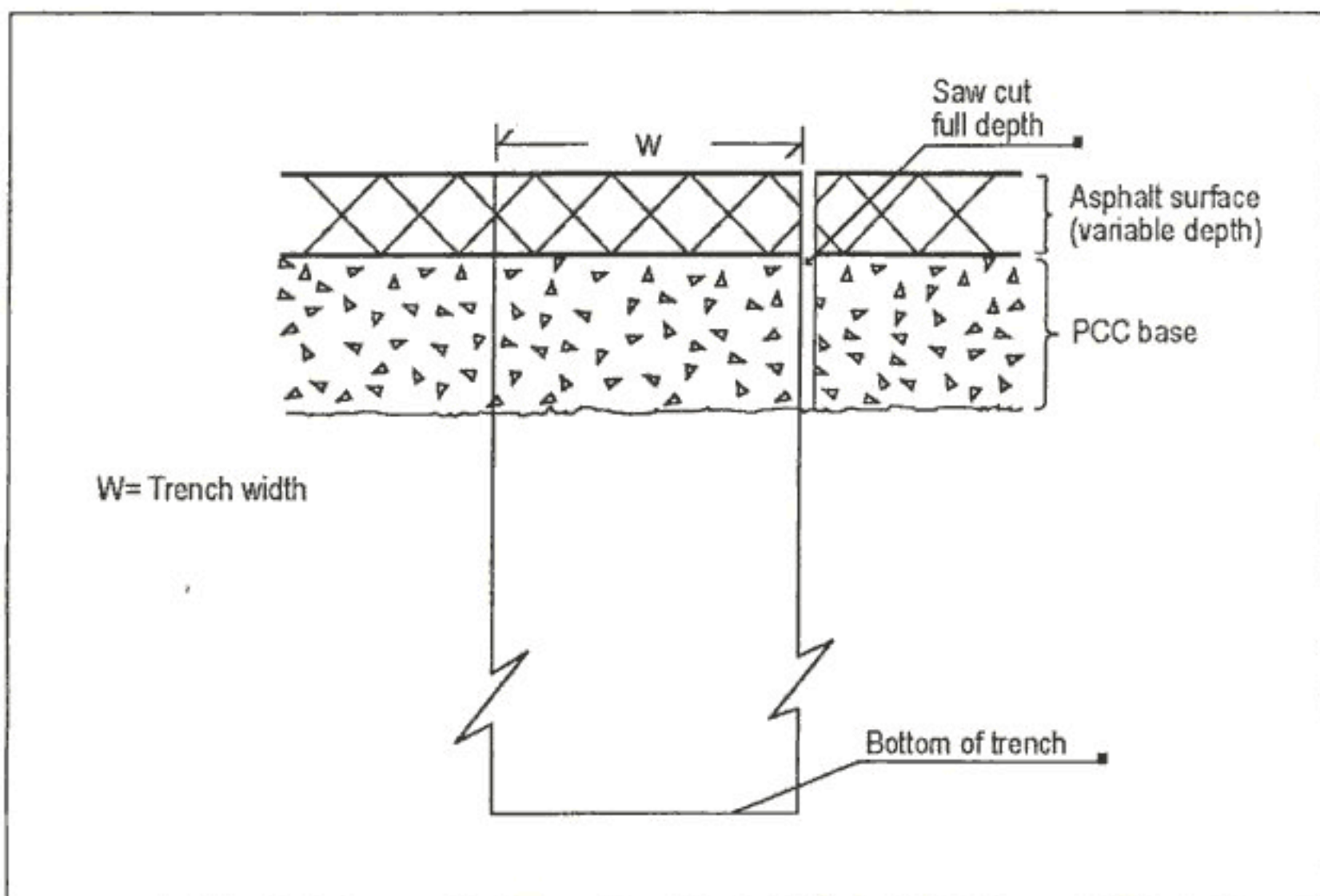
**213.01 DESCRIPTION.** The work – performed in conjunction with the placement or repair of utility lines – consists of trenching, shoring, subgrade replacement, base course replacement, surface course replacement, and pavement marking replacement for composite pavements, PCC pavements, and flexible pavements. The work is performed by utility companies or their contractors, herein referred to as the “Contractor”, and is subject to Chapter 34 of the Public Space Regulations (title 24, DCMR). In the event of any inconsistency with another provision of the *District of Columbia Department of Public Works Standard Specifications for Highways and Structures* and this section, the most stringent requirement shall govern.

**213.02 USE OF STEEL PLATES.** The Contractor shall place the appropriate notification signs if it uses steel plates at any point in the processes described herein. Further, the Contractor shall notify the Director of the District Division of Transportation or his or her designee before placing any steel plates in the Public Right-of-Way.

**213.03 COMPOSITE PAVEMENTS**

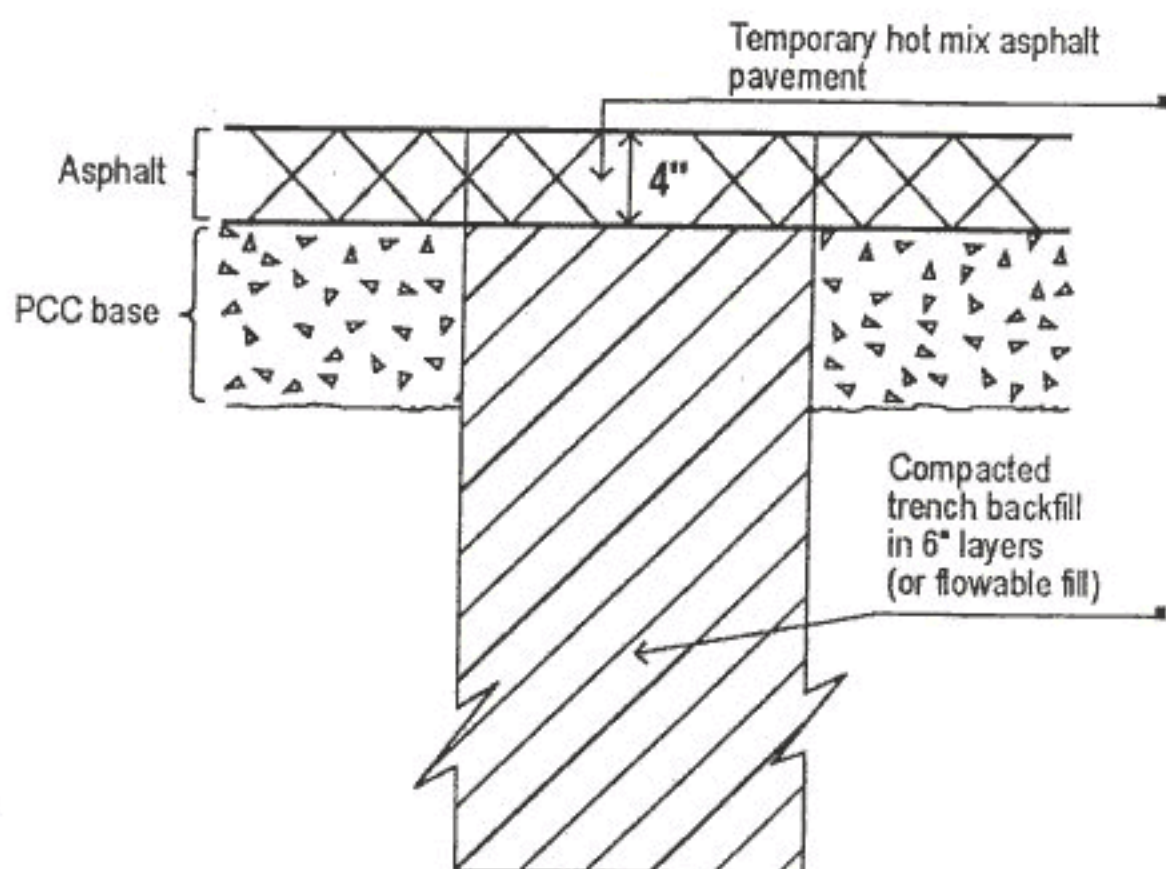
- (A) **TRENCH EXCAVATION.** The Contractor shall cut the full depth of the pavement to a neat line by means of a power saw. (See Figure 1)

**Figure 1. Initial Trench**



- (B) **TRENCH BACKFILL FOR TEMPORARY RIDING SURFACE.** The Contractor shall backfill with approved materials in 6 inches lifts to within 4 inches of grade. The Contractor may use flowable fill as a backfill. If it chooses this option, then (1) the 6 inches shoulder described in 213.03(D) is not required; and (2) the new base course described in 213.03(D) shall be anchored to the existing base on one side. (See Figure 2)
- (C) **TEMPORARY RIDING SURFACE.** The Contractor shall place 4 inches of Hot Mix Asphalt to grade. (See Figure 2)

Figure 2. Temporary Riding Surface

**(D) RESTORATION OF BASE COURSE**

**(1) RESTORATION CUT.** The Contractor shall cut the pavement parallel to the roadway's longitudinal joints, with a minimum of 6 inches of shoulder beyond the original cut. If this would place the restoration cut within 2 feet of a joint in the base course, the cut shall be extended to the joint. The asphalt surface course shall be cut full-depth to a neat line by means of a power saw. The base course shall be cut in the same manner to a depth of at least 3 inches. Pneumatic tools shall be used to remove the remaining portion of the base course. (See Figure 3)

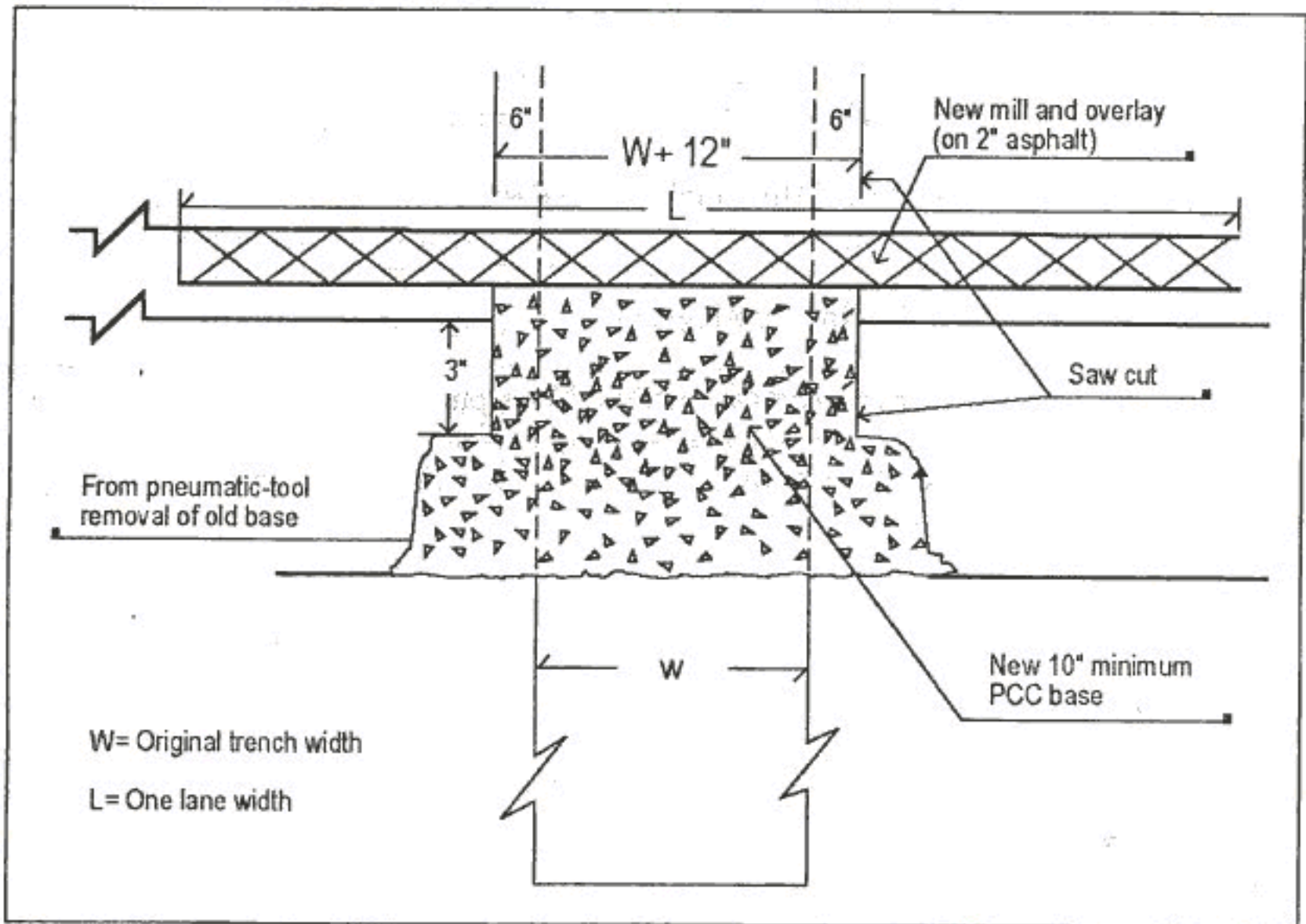
**(2) REPLACEMENT OF BASE COURSE.** The Contractor shall place Portland Cement concrete base course to a minimum depth of 10 inches. The bottom of the new base course shall be even with the bottom of the existing base course. The top of the new base course shall be 2 inches below the riding surface, so as not to be affected by the subsequent milling and overlaying process. (See Figure 3)

In the winter, the Contractor may bring PCC base course up to the grade of the roadway as a temporary measure, eliminating the need for a temporary asphalt patch. In this event, permanent restoration of the site in the manner outlined in

213.03(E) must be completed no later than the April 15<sup>th</sup> immediately following the winter months during which this measure was taken.

- (3) **TEMPORARY FEATHERING.** Between the time that a concrete base course has cured and the final asphalt surface is applied, the Contractor shall feather all edges from the existing pavement surface to the concrete base course with temporary Hot Mix Asphalt at a rate of 3 inches per inch of elevation.

**Figure 3. Restoration of PCC Base and Asphalt Surface**



Note: Material under newly milled-and-overlaid asphalt is pre-existing asphalt at pre-existing depth (except for  $W + 12$  inch portion of PCC base which stops 2 inches below riding surface).

### (E) SURFACE COURSE RESTORATION – MILL & OVERLAY LIMITS

- (1) **Width.** The Contractor shall mill and overlay the entire width of the affected lane(s).
- (2) **Length.** If the utility cut is less than 30 feet long, the Contractor shall mill and overlay the length of the cut plus the sections from each end of the cut to the nearest transverse joints. If the cut is 30 feet or longer, the Contractor shall mill and overlay the entire length of the block.